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ESTABLISHED A.D. 1841.

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HONGKONG, 16th September, 1901.

The great shock occasioned by the receipt
of the news of President McKinley's death
on Saturday was intensified by the favour-
able bulletins which had been issued during
the week, leading to a general hope that the
wounded President would, with the help of
his excellent constitution, survive the mur-
derous assault made upon him on the 6th
instant. Friday's telegrams undoubtedly
gave once more a serious aspect to affairs,
but still we were not prepared for the ter-
rible end which has now cast the
civilised world into mourning. WILLIAM
McKINLEY has succumbed to the fate which
overtook two of his predecessors in the
United States Presidency, and great man as
undoubtedly was ABRAHAM LINCOLN, it is
no exaggeration to say that the third as-
sassination is the heaviest blow of the three
directed against the United States. It is
not the time now to discuss the exact merits
of President McKinley's policy in the eyes
of the world in general; but it can be said
without hesitation that the United States
during the years 1896-1901 has had no man
who could have done for them what Presi-
dent McKinley has done. No name indeed
can be suggested for purposes of com-
parison. His Democratic rival, Mr. W. J.
BRYAN, beside him seems a farcical com-
petitor, and it is extraordinary to think that
his chances could ever be thought well of by
any clear-headed critics. The premature
loss of their distinguished and ever to be
regretted President, as King EDWARD most
appropriately called the deceased states-
man in his telegram of condolence
to Mr. CHOATE, is an irreparable blow
to the United States and only in a less
degree to the world at large. President
McKINLEY has ruled the States during an
epoch of expansion, at a time of growth of
the Imperialistic spirit. He has guided
their progress into the ranks of militant
Power. Yet his presence at the head of

affairs has been a guarantee that the Tingo
elements should not sweep the whole country
with them, that a check should be put upon
aggression dangerous to the peace of the
world. It is not to be wondered at that
even the news of his sudden relapse caused
general consternation and demoralised mar-
kets, as telegrams tell us was the case. A
feeling of insecurity cannot but reign for
long. The murdered President may be
followed by a worthy successor. The United
States have been fortunate generally in
discovering able men to rule them. But it
cannot be denied that the new President
will have a tremendous task before him.
Starting with the handicap of comparison
with a notable predecessor, he will be faced
by problems, internal and external, of the
gravest moment to his country, which call
for a very rare combination of courage and
ability. For the present, that is until
March, 1905, Colonel THEODORE ROOSEVELT,
who first became known to the world at
large as the organiser and commander of
ROOSEVELT'S Rough Riders in Cuba in
1898, and who was elected Vice-President
of the United States last year, will succeed
to the Presidency. What may happen
thereafter time alone can show. The future
offers a problem, the issue of which it is
at present perfectly impossible to forecast.

The deceased President was born at Niles,
Trumbull Co., in the state of Ohio, on the
29th January, 1843, and was thus over fifty-
eight years of age at the time of his death.
He was of Scottish-Irish descent originally,
while his family moved from Pennsylvania
to Ohio in 1814. He received his education
at Poland Academy and Alleghany College,
Pennsylvania, and taught in the public
schools for a time. When the war between
the North and South broke out, WILLIAM
McKINLEY enlisted as a private in the 23rd
Ohio Volunteer Infantry, where he became
Commissary-Sergeant on the 15th April,
1861, 2nd Lieutenant in September, 1862,
1st Lieutenant in February 1863, and Cap-
tain in July the following year. In March,
1865, he was brevetted Major by President
LINCOLN for gallantry in battle, and was
attached to the staff of General S. S. CAR-
ROLL. The war over, Mr. McKINLEY took
up the study of the law and became a
barrister in 1867, in which year he settled
at Canton, Ohio, which was his home until
the day of his death. In 1876 he was chosen
to be member of the House of Representa-
tives. For fourteen years he represented
the Congressional District to which his
county belonged. As Chairman of Ways
and Means Committee he reported on the
Tariff of 1890; he had devoted his principal
attention to the question of Tariff. In
November, 1890, he was defeated in the
elections for Congress in a "gerrymandered"
district, but next year he was elected
Governor of Ohio, and again in 1893. In
1892 he was Delegate at large from Ohio,
and supported the re-nomination of Mr.
BENJAMIN HARRISON to the Presidency of
the United States. At this Convention, in
spite of the fact that he persistently refused
to have his name considered, 182 votes were
cast for Mr. McKINLEY himself as President.
At length, on the 18th June, 1896, he was
nominated for President at St. Louis, 661 out
of a total of 905 votes being given to him,
and at the ensuing November election he was
made President by a popular plurality of
600,000 votes, receiving 271 electoral votes
against Mr. W. J. BRYAN'S 176. Last
November he was re-elected by 295 votes
against Mr. BRYAN'S 152, although the
Democrats had expressed themselves con-
fident before the elections. Quite recently
President McKinley expressed his determi-
nation not to accept a third nomination.
Events unfortunately have put out of the
question the possibility of his reconsidering
this decision, and his career has ended in
a terrible tragedy. Last year a plot against
President McKinley's life was discovered.
The United States secret service agents,
and during ten days of August fourteen
anarchists were arrested, singly and in
pairs, as they landed in New York. It
seems that an anarchist circle in Naples
decided on the President's death and cast
lots to decide who should be the assassin.
Eleven Italians and three Austrians were
selected and sailed from different ports,
intending to strike at the President at the
same time. The vigilance of the detectives
frustrated this abominable design. On
the present occasion it would seem
that the murderer conceived the plan
himself and kept his own counsel.
He was thus able to carry out a crime
which has plunged the world into the deepest
grief, and added one more to the list of
treacherous and wanton murders which have
made the word anarchist one of the most
horror-inspiring in any language. Recent
years have seen many of these crimes, and
authority is powerless to stop them. No
blame can be said to attach to any one
except the criminal, and the disease of political
assassination is a phenomenon which
baffles the skill of the wisest. The indi-
vidual murderer alone can be punished; and
it remains to offer the last tribute of sorrow
and sympathy. To President McKinley's
country and his family these are most sin-
cerely and respectfully tendered.

H.E. the Governor has written to the Bishop
of Victoria to inform him that he has trans-
mitted the petition, praying for the establish-
ment of a school for Europeans only, to the
Secretary of State, and has recommended the
proposal it contains.

Out of respect to the late President McKinley
the offices of the Equitable Assurance Society
of U.S.A. will be closed to-day.

The French cruiser *Guichen* left on the 14th
inst. for France. Yesterday the U.S. monitor
Monterey arrived from Canton.

The service in St. John's Cathedral yesterday
morning opened with the Dead March in *Sol*
as a token of respect to the late President
McKinley.

A cricket match was played on Saturday
at Happy Valley between H. M. Naval Yard
C. C. and the Army Ordnance C. C. The latter
won by 99 runs to 65.

Messrs. Kelly & Walsh, Ltd. and Messrs.
Brewer & Co., have sent us copies of Anthony
Hope's new story *Tristram of Blent*. The
book is published by John Murray in a Colonial
Edition.

The pacification of the island of Leyte, P.I.,
is now assured, the last insurgent leader,
Lt.-Col. Pacheco, having surrendered to the
United States authorities and offered to bring
in all the men under his command.

Manila is apparently losing one after the
other of her capitalists who came to the islands
with industrial schemes which would have
helped to develop the country and add to its
prosperity. All is owing to the worthlessness
and unreliability of the Filipino as a labourer,
and the Chinese Exclusion Act still in force.

The Hongkong Amateur Dramatic Club has
decided not to give a regular theatrical per-
formance during the forthcoming cricket week,
but to get up instead a variety performance.
This will, we believe, be somewhat after the
style of the entertainment given at the Theatre
Royal to H.M.S. *Terrible* when she arrived in
Hongkong last year.

The return of stamp revenue during the
months of August, 1900 and 1901, shows a
decrease for the latter month of \$86,858.
Under the heading of Probate, or Letters of
Administration, alone the decrease is \$6,874.00,
while Conveyance or Assignment shows a drop
of \$3,429.00. The main increases are in Trans-
fer of Shares, \$1,363.90, Charter Party, \$532.70;
and Bill of Lading, \$527.60.

In the Union Church yesterday forenoon the
Rev. G. J. Williams intimated from the pulpit
his intention to resign from his position on the
ground of failing health. Theatrical resignation
will not take place for some time yet—several
months, Mr. Williams probably not leaving the
Colony until March next. A meeting of sent-
holders will be held on Thursday, 23rd inst., to
make arrangements for the appointment of a
successor.

Fifteen woodcutters crowded into a small boat
to cross from the mainland at Capatimon to
the island of Lantau, with the result that the
craft capsized and threw the occupants into the
water. Five of them were drowned, but the
others clung to the overturned boat and suc-
ceeded in reaching the shore. The bodies of
those who were drowned have not been recovered,
and were probably carried out to sea by the
strong current which always runs at the place.

Unless Attorney Eber C. Smith can obtain a
respite of sentence and then take the case to
the civil courts, the first white man hung
in the Philippines will be an American, an
ex-soldier named Raymond, who is to pay the
extreme penalty of the law on the 17th inst. for
murder. His attorney is convinced of the
man's innocence and is said to be moving
heaven and earth to gain the necessary respite.
The man was convicted solely on native evidence
before a military commission.

As the result of arguments in Chambers on
the application by Mr. E. H. Sharp, barrister-at-
law, that his Lordship should not award costs
to the Hon. F. H. May, the defendant in the
recent Habeas Corpus case, on the ground that
he (the defendant) was responsible for the trouble
by his refusal to give plaintiff's solicitors a copy
of the order of detainer, His Honour T.
Sercombe Smith, Acting Puisne Judge, has
refused the application. The judgement there-
fore remains as delivered. The Hon. H. E.
Pollock, K.C., appeared for the defendant.

Weather permitting, the third gymnastic
meeting of the season will be held on the Race-
course at Happy Valley on the afternoon of
Saturday, 21st inst., commencing at four o'clock.
With the exception of the first two events—a
flat race and tent-pegging—the programme of
sports is entirely different from that of the two
previous meetings, and should prove a capital
draw. It includes a bucket and apple race,
pole-pony scurry, off saddle race, and a dis-
tance handicap for all horses and ponies. It is
to be hoped that the weather will be favourable.

The following telegram is published in the
Gazette:—Governor, Hongkong. Following
telegram received from the Secretary of State
for the Colonies to be repeated by me. Pro-
tocol signed 7th September. Powers have
consented to Chinese import duties being placed
on treaty basis of effective 5 per cent on
Maritime imports including articles hitherto
free, with exception of rice, cereals, and flour
of foreign origin. New tariff will come into
force two months after 7th September and
exception has been made only in case of
merchandise en route (for) ten days at latest
after 7th September. Duties will be levied
ad valorem pending conversion specific duties.
Swettenham.

A skating rink has been opened at Manilla.

The new Manilla Stock Exchange was opened
on the 7th inst.

M. R. Edeu is now in charge of the French
Consulate at Hongkong.

Quarantine on arrivals from Hongkong is
now removed at Weisaiwei.

The appointment is notified in the *Gazette* of
Dr. W. W. Pearce as Assistant Medical Officer
of Health.

The first meeting of committees in connection
with the forthcoming St. Andrew's Ball is
announced for to-morrow, the 17th inst.

It is notified in the *Gazette* that H. E. the
Governor has been pleased to accept the resig-
nation of Lieut. G. L. Duncan, Hongkong
Volunteer Corps.

Since railways were first constructed in
Japan 2,130 persons have been killed or injured
on the various lines. Of this total 499 are said
to be suicides.

The warships at Amoy on the 11th inst. were
the British cruisers *Actipio* and *Astrea* (the
latter having arrived on the previous day), the
Japanese cruiser *Suma* and French cruiser
Friant.

The local authorities have received informa-
tion from the Portuguese Government that
the plague at Macao is considered over and
that the normal sanitary conditions of the city
being totally restored, all special measures
taken at Macao against the plague have now
been suspended.

A telegram has been received by the Hong-
kong Government from the Secretary to the
Government of India, Home Department, Simla,
stating that 171 cases and 137 deaths from
plague were reported at Bombay Port, Bombay
Proidency, between the 19th August and 12th
September last.

One of the new water-carts recently acquired
by the Colony ran short of its supply on Sat-
urday morning whilst being driven along the
Praye, and as the easiest way of loading up
again dropped into the Harbour, between the
Star Ferry Wharf and the Queen's Statue
Wharf, the horse went in with it, but
sustained no injury and was ultimately dragged
back to safety.

Applied to for his opinion on the connection
of missionaries with the looting in Peking, Sir
Robert Hart has given a certificate that will
be looked at rather doubtfully by missionary
bodies at home. Sir Robert Hart says that
"the missionary was certainly not worse than
his neighbour, probably better, having better
reasons than others in justification of his con-
duct." "We should like to see, says the *Kobe*
Chronicle, how this defence would be treated in
a court of justice." "It is true, your lordship,
that the prisoner at the bar took what did not
belong to him, but he only did what others were
doing, and besides he had more reason, things
that belonged to him having been taken by
someone else."

During his trial at Tokyo, the Sotaro, the
murderer of Mr. Hoshi Toru, desired to make
an additional statement and referred to the
Emigration Scandals in which the Constitu-
tional Association men of Shinjuku were con-
nected (forging of passports), and then to the
relations between Marquis Ito and Mr. Hoshi,
and proceeded to accuse Mr. Hoshi of doing
everything in his own interests. Mr. Hoshi,
he said, acted under the influence of Marquis
Ito, who was himself addicted to revelry and
debauchery. This was another motive which
actuated him to murder Mr. Hoshi, sacrificing
his person and his family for the sake of the
State. The result of the trial is not yet to
hand.

An *Asahi* telegram, dated Tokyo, 3rd Sep-
tember, says:—During the wet season in
Manchuria in the middle part of last month
several villages were entirely washed away.
Vast areas of cultivated ground lay under
water for days, and a large number of men and
beasts have been drowned. The Manchurian
railway was seriously damaged. The loss of the
temporary bridge over the Tashih is reported to
be the heaviest blow to the Russians. The
telegraph wires were cut at several places.
The coolies employed on the railway stopped
work as they had to protect their own dwellings
and property. The repairs to the damaged
line are making but slow progress. Trains are
run in the districts where the flood was not
serious, but even there traffic is very irregular.
An engineer is reported to have left Port
Arthur on the 24th ult. for Manchuria to ascer-
tain the extent of the damage.

The following items are from the *Poochou*
Echo of the 7th inst.—The Gun Club shot their
annual match with Shanghai yesterday. The
light was good, but a strong wind made the
birds fast and rather difficult. A lot of interest
was taken in this match; as Foochow only re-
quired one more win to secure the Cup. We
are glad to hear they were successful, Shanghai
scoring 67 against Poochow's 72. A large
number of visitors watched the shooting. Mr.
Giffins acted as referee and Mr. Brookett as
scorer. Nothing damned, the enterprising
owners of the wrecked *Sobran* are now working
away at their property under water with as
much zest as when it still rested on the rocks,
and it is understood that they are meeting with
fair success. The dismal appearance of the
street running through the scene of the late
fire remains unchanged, the proprietors of the
property, with the exception of Messrs.
Gilman & Co., not having as yet commenced
rebuilding.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

DEATH OF PRESIDENT
McKINLEY.

LONDON, 14th September, 8.40 a.m.

President McKinley died at 2 a.m.
[The above telegram was issued as a *Daily*
Press Extra at 7.15 p.m. on Saturday.]

LONDON, 14th September, 10 a.m.

THE RELAPSE.

The President's relapse followed the ad-
ministration of solid food. The heart failed
properly to respond to stimulants. The
immediate cause of death is undetermined.

LONDON, 14th September, 8 p.m.

KING EDWARD'S SYMPATHY.

King Edward has telegraphed to the
United States Embassy in London that he
most truly sympathises with the American
nation on the loss of its distinguished and
ever to be regretted President. Mr. Choate
replied that the King's constant solicitude
has deeply touched the hearts of his fellow
countrymen.

ACTING PRESIDENT ROOSEVELT
AT BUFFALO.

On the death of President McKinley
mountain messengers were despatched after
Vice-President Roosevelt and found him
hunting in the Audubonacks. Colonel
Roosevelt reached Buffalo by special train
at 1 p.m.

GENERAL MOURNING.

Expressions of grief and sympathy are
universal. It is reported that on the receipt
of the news the Pope wept from uncontrolled
emotion.

REUTER'S SERVICE.

LONDON, 12th September.

ADMIRAL SEYMOUR BANQUETTED.

The Corporation of Portsmouth has ban-
quetted Admiral Seymour, officers and crew
of H. M. S. *Centurion*. The guests included
the Earl of Selborne, First Lord of the
Admiralty.

THE TSAR VISITS THE GERMAN
FLEET.

The Tsar, on board the Imperial yacht
Hohenzollern, made a tour of the German
fleet, and afterwards visited four warships.

LONDON, 12th September.

SOUTH AFRICA.—METHUEN'S FIGHT
WITH DELARBY.

The fight between Lord Methuen and Com-
mandant Delarby was severe, and lasted some
hours. The Boer losses include Commandant
Lemmer and Field Cornet Joubert, who were
killed. The British lost fifteen killed and thirty
wounded.

Kruger's youngest son surrendered.

THE TSAR AT DANTZIG.

The Tsar did not land at Dantzig.

LONDON, 13th September.

PRESIDENT McKINLEY'S
CONDITION CRITICAL.

All the physicians were at the bedside of the
wounded President at three this morning, and
an authorized announcement was made that the
patient was critically ill.

LATER.

The change in the President's condition
was quite sudden. The bulletin dated 2.50 this
morning says the patient's condition occasions
the gravest apprehension. The bowels which
yesterday evening stopped, have since moved,
but the heart does not respond to the stimulation
of strychnine, digitalis, and other powerful
drugs.

The President is conscious and calm.

LONDON, 13th September.

PRESIDENT DYING.

The wounded President is just holding his
own, with the aid of drugs administered to
sustain the heart. The hope of recovery is
small. The suddenness of the relapse has
caused general consternation, and all markets
are demoralised.

LATER.

President McKinley is dying.

LONDON, 13th September.

GERMANY AND RUSSIA.

The German Emperor had a long interview
with Count Lamsdorff, Russian Minister
for Foreign Affairs, yesterday.

BRITISH COLUMBIAN EXCLUSION
ACT DISALLOWED.

The Dominion Government, at the instance
of the Imperial Government, has disallowed the
Columbian Act establishing the education test
with a view to the exclusion of Chinese and
Japanese, and forbidding their employment on
certain works.

EXCITING INCIDENT ON A LOCAL
STEAMER.

One of those incidents which are never long
absent from the lives of those whose business
brings them in continuous contact with
Chinese—incidents that carry with them just
that amount of danger, which makes them
enjoyable to those whom they affect—is reported
by Mr. W. Harris, of Woodchow, a passenger on
the *Saipan* (Captain Dickson), a steamer
which runs between Woodchow and Canton.

The *Saipan*, as usual, numbered on her last
run a great many Chinese amongst her passen-
gers, but nothing out of the usual happened till
Kumohut, situated between Woodchow and Can-
ton, was reached. Here one of the Chinese wanted
to disembark, but refused absolutely to allow the
ship's complement to go through the formality
of searching his box. However, he at last
yielded and handed over a key, which, on being
applied to the lock of the box, was found not to
fit. The man had no other key, or professed
not to have, and as the affair looked suspicious
a search was instituted amongst the other pas-
sengers, and the discovery was made that the
Chinaman in question had substituted another
box, similar in every detail, for that of one of
the other passengers, also a Chinaman. The
substituted box contained a worthless assortment
of odds and ends, whilst the one stolen
had rather valuable contents. This would be
thief had two accomplices, but these mixed with
the crowd of Chinese on board and could not
be picked out. Captain Dickson turned his
attention to the prisoner, and ordered him to
put his hands behind his back, in order to have
them pinioned. This he declined to do, and
instead, calmly folded his arms across his chest.
A neatly-planned blow brought him to his
senses—and the deck—and he was secured.
He was fastened by the wrists to a post,
and his hands were tied behind his back.
Deeming him quite secure, and the incident
having apparently ended, no more attention
was paid to the Chinaman, who was tagging
at his cords. Presently he wriggled free,
and made a dash past a man on guard, one
of the crew, who was armed with a revolver.
This man always stands at the head of the stairs
leading from the Chinese quarters, and carries
a loaded revolver to keep any chance desperado
from rushing the deck. The escaping prisoner
ran down the companionway leading to the
lower deck, and jumping on to the ship's rail,
threw himself into the sea. The steamer was
then about two miles from Canton. The guard
fired his revolver, but aimed wide, and did no
harm. The vessel was stopped, and Captain
Dickson ordered a boat to be lowered, and ran
below for his revolver. A sampan was hailed,
and one or two of the crew tumbled into it,
whilst the guard got into the ship's boat. In
the meantime a dug-out containing two men, prob-
ably confederates, was making rapidly for the
swimmer, and seeing that he was likely to lose
his prisoner Captain Dickson fired. The range
was a long one, but the shot was good, the ball
striking the water a few yards from the dug-out
and, ricocheting, breaking one of the oars.
This stopped the dug-out's progress, and seeing
capture imminent the two men sprang
into the water and swam down stream, being
picked up by another dug-out hovering
near. The escaping Chinaman was overtaken,
dragged into the ship's boat, and carried back
to the *Saipan*, where he was fastened beyond
all possibility of escape. At Canton, Captain
Dickson handed him over to the British
Consul, who preferred a charge against the
man and turned him over to the Chinese
authorities. The whole affair points conclu-
sively to the existence of an elaborate com-
plicity of law-breakers who are a constant
menace to the public safety.

PIRATES IN HONGKONG WATERS.

The police report that on Saturday morning
Po-tai Island, lying to the Southeast of Cape
D'Aguilar, was visited by a gang of robbers,
eight or nine in number, who terrorised the
villagers and proceeded to pillage the place.
When they left in their junk they carried away
a great quantity of plunder, consisting of cloth-
ing and jewellery. One or two of the looted
villagers hurried off to the police station at
Stanley, and narrated the circumstances to
Sergeant Lamont, who at once communicated
by telephone with the Central Police Station
here. The officials at the Central rang up the
Water Police at Tsimshatsui, and the latter
forthwith took steps for the capture of the rob-
bers. Pinnaces were manned and despatched
with all possible haste, the order being to
search the waters on both sides of the island.
Inspector Riley was in charge of one launch,
and between Shamkian and Quarry Bay he
sighted a suspicious-looking junk, making its
shore to a *Mid* detection. She was brought up
sharp and boarded. The crew were Chinamen
and numbered nine, all told. They answered
the description of the villagers at Po-tai, and
as further they could not explain the possession
of the miscellaneous property found on board,
they were placed under arrest and ultimately
lodged in the Central Police Station. Late in
the day the goods were identified by their
plundered owners. The prisoners will probably
be brought before the Magistrate to-day.

LATEST STEAMER MOVEMENTS.

The P.M. steamer *City of Peking*, with mails,
&c., from San Francisco to the 22nd ult., sailed
from Shanghai for this port on the 14th inst.,
at 10 a.m.
The E. & O. chartered steamer *Pin Rona*
left Bombay for this port on the 13th inst.
The E. & A. steamer *Australasian*, from
Sydney, etc., left Port Darwin on the 14th inst.
for Timor, Manilla and this port.
The N. Y. K. steamer *Tamba Maru* (Euro-
pean Line) left Shimoda for this port on
the 14th inst., and is expected to arrive here on
the 18th inst.
The P. & O. steamer *Trenton* left Bombay
for this port on the 15th inst.

NEW ADVERTISEMENTS

NOTICE.

THE OFFICES OF THE EQUITABLE LIFE ASSURANCE SOCIETY OF U.S.A. will be CLOSED TO-DAY (MONDAY), the 16th inst., out of respect to the late President McKinley.

F. KIENE,
Manager.
Hongkong, 16th September, 1901. [2354]

WANTED.

TO Purchase a good HUNTING DOG.
Apply by letter to—
DAN,
Care of Daily Press Office.
Hongkong, 16th September, 1901. [2351]

WANTED by Lady and Two Gentlemen, TWO FURNISHED BEDROOMS and SITTING ROOM, with BOARD, or would take Furnished House, pleasantly situated, Peak or at Kowloon. State Terms.
C. B.,
Care of Daily Press Office.
Hongkong, 16th September, 1901. [2352]

NOTICE OF REMOVAL.

WE beg to give Notice that, to admit of alterations to our Offices and Sale Rooms, we have This Day moved into Temporary Offices, No. 20, DES VUEX ROAD, the Premises between the Offices of Messrs. Jardine, Matheson & Co. and the P. & O. S. N. Co.
HUGHES & HUGHES.
Hongkong, 16th September, 1901. [2353]

IN THE MATTER OF ORDINANCE No. 2 of 1892, and
IN THE MATTER OF THE PETITION OF PHILIP ARTHUR NEWTON of No. 6, Bream's Buildings, Chancery Lane, in the County of London in England, Patent Agent, for LETTERS PATENT for the exclusive use within the Colony of Hongkong of an Invention for "Improvements in Guns and similar Containing Vessels."

NOTICE IS HEREBY GIVEN that the Petition, Specification and Declaration required by the above cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said PHILIP ARTHUR NEWTON to apply at the sitting of the Executive Council hereinafter mentioned for the exclusive use within the Colony of Hongkong of the said Invention.
AND NOTICE IS ALSO HEREBY GIVEN that a meeting of the Executive Council before whom the matter of the said Petition will come for decision will be held in the Council Chamber at the Government Offices, Victoria, Hongkong, on TUESDAY, the 1st day of October, 1901, at 11 A.M.
Dated the 14th day of September, 1901.
STEPHENS & THOMSON,
Solicitors for the Applicant.
[2355]

IN THE MATTER OF ORDINANCE No. 2 of 1892, and

IN THE MATTER OF THE PETITION OF CARL JOHANN KIELBERG of Hillared in the Kingdom of Denmark, Polytechnic Student, for LETTERS PATENT for the exclusive use within the Colony of Hongkong of an Invention for "Improved Method of and Apparatus for the Manufacture of Pipes of Cement or Similar Material."

NOTICE IS HEREBY GIVEN that the Petition, Specification and Declaration required by the above cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said CARL JOHANN KIELBERG to apply at the sitting of the Executive Council hereinafter mentioned for the exclusive use within the said Colony of Hongkong of the said Invention.
AND NOTICE IS ALSO HEREBY GIVEN that a sitting of the Executive Council before whom the matter of the said Petition will come for decision will be held in the Council Chamber at the Government Offices, Victoria, Hongkong, on TUESDAY, the 1st day of October, 1901, at 11 A.M.
Dated the 14th day of September, 1901.
STEPHENS & THOMSON,
Solicitors for the Applicant.
[2356]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship
"HAI TAN,"
Captain Roach, will be despatched for the above ports TO-MORROW, the 17th inst., at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 16th September, 1901. [2350]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship
"DAIGI MARU,"
Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 22nd inst.
For Freight or Passage, apply to
THE MITSUI BUISAN KAISHA,
Agents.
Hongkong, 16th September, 1901. [17]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.
THE Company's Steamship

"CHINA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whose delivery may be obtained.
No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before Noon, on the 21st September, or they will not be recognized.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st September will be subject to risk.
Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 14th September, 1901. [6]

NEW ADVERTISEMENTS

FOR SHANGHAI AND KOBE.

THE Steamship
"ELITA NOSSACK,"
Captain Bruhn, will be despatched for the above ports TO-DAY, the 16th inst., at 4 P.M.
For Freight, apply to
EAST ASIATIC TRADING CO., LD.,
Agents.
Hongkong, 14th September, 1901. [2349]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"PERLA,"
Captain J. E. McArthur, will be despatched as above on WEDNESDAY, the 18th inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 14th September, 1901. [2348]

AUCTION

GOVERNMENT NOTIFICATION.
No. 474.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 16th day of SEPTEMBER, 1901, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 16th August, 1901. [2314]

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 16th day of SEPTEMBER, 1901, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Hung Hom, Kowloon, in the Colony of Hongkong, for a term of 75 years, commencing from the 5th November, 1900, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality.	Boundary Measurements.				Contents in Square ft.	Annual Rent.	Upset Price.
		N. ft.	S. ft.	E. ft.	W. ft.			
Hong Hon In-land Lot No. 242	Hong Hon	50'	50'	14' 6"	14' 6"	725	8	235

TO LET.

OFFICE IN QUEEN'S ROAD, No. 15, FIRST FLOOR, from the 1st October. Apply to—

L. M. Care of Daily Press Office. Hongkong, 2nd September, 1901. [2228]

TO LET.

N^O. 20, WYNDHAM STREET.

Apply to— C. F. DE CARVALHO. Hongkong, 31st August, 1901. [2220]

TO LET.

1ST 2ND AND 3RD FLOORS OF No. 35, QUEEN'S ROAD CENTRAL, next to Messrs. LANK, CHAWWORTH & Co., now nearing completion. Suitable for Offices. Apply to—

WING CHEONG, Nos. 1 & 3, D'Aguiar Street. Hongkong, 31st August, 1901. [2218]

TO LET.

N^O. 1 to 3, WILD DELL, WANCHAI ROAD. Apply to—

SANG KEE, 208, Des Voeux Road Central. Hongkong, 10th August, 1901. [2084]

TO LET.

N^O. 1, STEWART TERRACE, the PEAK. Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 17th July, 1901. [1769]

TO LET FURNISHED.

"BANGOUH" MOUNT KELLET, the Peak, from about end of October to end of April next. TENNIS COURT. Apply to—

Y. A. CAESAR HAWKINS. Hongkong, 13th September, 1901. [2340]

TO LET.

A SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHEW STREET. Apply to—

CARLOWITZ & CO., Sales Office. Hongkong, 10th September, 1901. [2302]

TO LET AT KOWLOON.

From 1st October. HOUSES Nos. 9 & 11, SALISBURY AVENUE, FURNISHED or UNFURNISHED. Very healthy locality. Apply to the—

OCCUPATION OF THE HOUSES. Hongkong, 10th September, 1901. [2303]

TO LET.

GODOWN, No. 5A, DUDELL STREET. Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 5th July, 1901. [1692]

TO BE LET.

HOUSE No. 1, BEACONSFIELD ARCADE, facing Parade Ground. OFFICES AND ROOMS on 2nd Floor in Beaconfield Arcade. For Particulars, apply to—

TURNER & CO., Hongkong, 7th September, 1901. [2228]

TO LET.

THE GODOWN in WEST POINT (Keandey Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., LD. For particulars, apply to—

LAURENCE WAGNER & CO., Hongkong, 9th July, 1901. [1730]

TO LET.

"HERNSIDE" No. 37, ROBINSON ROAD. Apply to—

S. A. AMJAHN, Care of The "Star" Grill Room. Hongkong, 1st August, 1901. [1837]

TO LET.

GODOWN—PRAYA, KENNEDY TOWN. Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 4th September, 1901. [2251]

TO LET.

N^O. 8A, QUEEN'S ROAD CENTRAL. Apply to—

KWONG CHEONG WO, No. 239, Des Voeux Road. Hongkong, 9th July, 1901. [1733]

TO LET.

A HOUSE in BIFON TERRACE. Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 13th July, 1901. [166]

BOARD AND RESIDENCE.

M^R.S. GILLANDERS "GLENWOOD," 21, CAINE ROAD. Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER, 3, Poddar's Hill. Hongkong, 1st January, 1892.

QUAN WAH & CO.

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS. DESIGNS & PRICES ON APPLICATION at No. 1, Queen's Road East, Hongkong. Hongkong, 17th October, 1899. [179]

SUN TING

SURGEON DENTIST, No. 10, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 23rd September, 1901. [882]

[ALL RIGHTS RESERVED.]

LOVE, COURTSHIP, AND MARRIAGE.

REV. E. J. HARDY

(Author of "How to be Happy Though Married," &c.)

V. ENGAGED.

Proposing to a girl, which was the subject of our last paper, is easy, indeed quite nice, compared to proposing to her father for her. A young man who wanted to be a millionaire in an easy way asked a millionaire for the hand of his only daughter. "I will give her," was the reply, "if you will tell me where you got the nerve tonic that enabled you to make the request." It would be easier to attempt to deprive a bear of her cub than to ask some men for the hand of their daughters. Few fathers are as complacent as was Professor Wilson—"Christopher North." A fellow Professor, named Aytoun, was paying his address to the daughter of Wilson, but he was so overcome with shyness that he had to get the young lady herself to ask her father's consent. "Christopher North" wrote something upon a slip of paper, and pinned it to the back of his daughter's dress. She returned to her lover, and he read with delight the words, "With the Author's compliments." Most fathers find their daughters great resources and unlike mothers, are not anxious to husband their resources. They prefer selfishly to keep them at home to be their companions. "Amy, dearest," said a young man, "I wish you lived in the good old days, when a knight could fight for his lady-love." "Why, as far as that goes, George," was the reply, "you haven't asked papa's consent to our engagement yet, you know." Here was a contest in store for him!

THE JOY OF IT.

It must indeed be a great relief to a young man to have got a business interview with the girl's father successfully over, to have settled marriage settlements, and to have nothing to do but enjoy the engagement period! It is related in the biography of Charles Kingsley that a friend one day went to his little cottage lodging and found him jumping in and out of a portmanteau he was packing, shouting, "I'm engaged, I'm engaged, and an off to see her!" Every young man who is honestly in love will understand this outbreak of feeling. When a man is engaged he establishes a protectorate over the young woman, the wedding will be an annexation.

"How delicious is the winning Of a kiss at love's beginning, When two mutual hearts are sighing For the knot there's no untying!" After being engaged for years a man one day asked the girl of his choice to allow him to kiss her. He said, "I have waited for this operation, for my wife's father and a prudent Scotchman, and knew that a thankful heart best appreciates present pleasures."

Another man of the same nationality, who was engaged for a long time, but perhaps not for quite ten years, requested a kiss as a reward for self-control in never having asked for one before. "Have I not been civil?" he appealed to the young lady. "Senselessly civil," was the reply. An engaged man need not be "senselessly civil," but he should always remember that he is a protector and therefore bound to be perfectly pure and chivalrous in thought, word and deed. Even if the lady were not as discreet as she should be, he should protect her from herself. How perfectly a woman trusts the man to whom she gives herself, and identifies her interests with his was amusingly shown by a reply which a newly married Irish girl gave. She had called to see the mistress with whom she had last lived. "I hear that you are going to Australia with your husband, Kitty," said the lady. "Are you not afraid of such a long voyage?" "Well, Ma'am, that's his look out," answered Kitty. "I belong to him now, and if anything happens to me, sure it'll be his loss, not mine."

There are people, and some too, who cannot plead extreme youth in extenuation, who make light of the obligations they incur when they engage to marry. Wicked men sometimes engage themselves "just for a lark," and there are girls who seem to forget that the charm of maidenly modesty cannot, as a rule, survive frequent engagements. It is, no doubt, to prevent this state of things that in Scandinavia, Germany and other countries, betrothal is considered almost as sacred as marriage. In the rural districts the couple to be betrothed go before a parson and, in the presence of witnesses, exchange rings. When those who are "in society" are betrothed, their names are inscribed upon visiting cards, and sent the round of their acquaintances. The fact is also announced in the newspapers, as is beginning to be the case in England.

MATRIMONY—IN TWO ACTS.

Matrimony has been described in two acts as follows: Act I.—Pays her addresses. Act II.—Pays for her dresses.

But surely there ought to be an engagement act, and the question is how long that should be. It should be long enough to enable the couple to study and understand each other's characters, but not so long that they grow away from each other in tastes and feelings. Better to take the ball at the hop, so to speak, and marry in the ardour of first love. Some people who have been acquainted from childhood become engaged, and are so long in that condition that they get a settled down, not to say, prosaic look. They might as well be married, and, indeed, far better. At first, engaged people are mildly interesting to their friends, but a little of them goes far. We weary of hearing of the perfection of the loved one and of romantic plans for the future married life. Amelia's eyes and hair may be very beautiful, but the sisters of her lover prefer to talk and hear talk about their own eyes and hair.

The society mother says to her daughter, "For the sake of your family don't have a long

engagement. You'll want to see him every day, and if I don't go with you to place people will talk. Then there must be as many rooms reserved for you as for Royalty, and if your father smokes cigars, he won't like it, and other young men will be bored, and, my dear, if you are going to be married marry soon, and have done with it."

So much depends upon time, place, and the circumstances of those concerned, that it is not possible to lay down a rule as to the proper length of engagements. More important is it to think how the precious time, whether long or short, should be used.

Unsympathetic people often wonder what engaged persons find to say to each other during the hundreds of hours they spend together. Consider, however, that they have to tell the history of their lives, their present feelings, and their past future hopes. Not long ago I heard an engaged girl saying, "I wonder if I ought to tell him all?" Probably this "all" did not refer to anything more criminal than some mild flirtations, but it is well, as a rule, to make a clean breast of it so that there may be no revelations after marriage. During the engagement period the couple should point out to each other alterations that should be made in conduct and character as plainly as they do in reference to the house they are taking. This is better than establishing a mutual admiration society with a membership of two, and might save criticism and nagging afterwards. To be of use, however, the criticism must be honest. Some year's ago, when the present Archbishop of Canterbury was Bishop of London, he asked a candidate for priests' orders to read aloud part of a chapter in the Bible. "Not loud enough," was the criticism of the Bishop when it was finished. "Oh, I am sorry to hear that, my lord," replied the curate. "A lady in church yesterday told me that I could be heard very distinctly." "Are you engaged?" suddenly asked Dr. Temple. "Yes, my lord." The Bishop smiled grimly and said: "Now listen to me, young man. While you are engaged, don't believe anything the lady tells you; but after you are married, believe every word she says."

GOOD-LOOKING AND GOOD-DOING MEN.

A young man who was very ugly went to the studio of a photographer, and after some blushing and indefinite allusions asked the artist if he had amongst his samples a picture of any man who resembled him, but was better looking. "What do you mean?" asked the photographer. "Well," he replied, "I am just engaged to be married, and the young lady, who is soon leaving, says that she does not mind my being plain because I am so good, but that she wants a better looking picture to show the girls."

Women may like to be engaged to showy men in order to excite the envy of other women always a desirable result in the opinion of the sex, but if the two things cannot be got it is much better to have a husband for whom you need never blush than to have a fancy article on which you cannot depend. A good-looking man makes a far more comfortable husband than a merely good-looking one, and though a man may not have a handsome face he may have the manners of a truly Christian gentleman—manners which cannot be photographed, but which are felt every hour of the day.

My wife and I are now taking great interest in the love affairs of a young friend, who is a Lieutenant in the Royal Navy. The other day when we were having tea with him on board his ship he said, "Try these little cakes: they were made by my fiancée. She has taken to cookery, and has sent them by parcel post as a specimen of her skill."

This young lady sent the result of her culinary skill after she was engaged, but it would be better if it were the custom for girls to forward samples of cookery, duly certified to be their own, to the young men of their fancy at the beginning of their acquaintance.

Another practical form of courtship would be for ladies who have gone with credit through a course of cookery at a recognised school to wear a medal at evening parties, and on other public occasions. What an attraction the wearing of this would be to innocents in quest of wives. "May I introduce you to Miss So-and-so?" "Does she wear a medal for cookery?" "No." "Ah! I'm afraid my card is filled up!" Men who respected their digestion would then know to whom they could engage themselves with safety.

HOW TO USE THE ENGAGEMENT TIME.

The best use to which a couple can put the engagement time, is to settle, for the sake of each other, their habits in a right direction.

"Who is the happy husband?" He Who, scanning his unweeded life, Thanks Heaven, with a conscience free, 'Twas faithful to his future wife.

Who on the other hand, is the miserable husband? He who cannot bring to his marriage a clean bill of moral health, who cannot make upon his wife that best of all marriage settlements—the settlement of habits in the right direction.

And even young ladies require some moral preparation for marriage. If they are frivolous and flirty, and have no higher form of worship than to burn incense to vanity, they will not be happy themselves in married life, or make their husbands happy. Married life, however, though they become engaged, is never reached by many of these frivolous ones. Their flirting makes the men jealous, not always without reason, and they break off the engagement. This sort of thing swells the ranks of old maidhood.

A good test of love is to ask how much is he or she willing to give up for the sake of the supposed loved one. During his engagement with Margaret Simpson, who became his wife, De Quincey reduced his daily dose of opium from 40 grains to 40. Leigh Hunt thus wrote to his fiancée: "I am naturally a man of violent passions; but your affection has taught me to subdue them. Whenever you feel any little disagreements or impatience arising in your bosom, think of the happiness you bestow on me, and real love will produce the same effect on you as it has produced on me." When he became engaged even Lord Byron said that he must give up some of his bad habits.

All engaged persons should prove the sincerity of their love by reducing, as De Quincey did the opium, their daily dose of whiskey, of cigars, of gambling, of bad temper, of frivolity, of flirting, of extravagance, of love of dress, or anything else that tends to diminish domestic happiness. I know young men who have given up almost all small luxuries in order to be able sooner to afford that greatest luxury in life—a good wife. A suggestion was recently made that there was room for a new society, which should teach husband and wife their duty to each other. "The first article of the constitution should be that any person applying for membership should solemnly covenant and agree that throughout married life he or she would carefully observe and practice all courtesy, thoughtfulness, and unselfishness that belong to what is known as the engagement period."

This would be an excellent rule, for the engagement period should prepare for marriage, and the conduct of people towards each other in the former should not greatly differ from what it is in the latter. Why should love making end with courtship, and of what use are conquests if they are not guarded?

Next Week:—"THE WEDDING AND THE HONEYMOON."

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

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MR. E. A. BROWNE is prepared to undertake the above at reasonable rates. All Repairs done personally. TUNING \$3.50.

Address: Care of DRAGON CYCLE STORE, D'Aguiar Street. Hongkong, 4th September, 1901. [2250]

NOTICE.

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T. M. STEVENS & CO., 1, Dundell Street. Hongkong, 2nd August, 1901. [1954]

THEODORO VAFIADIS & CO.

MANUFACTURERS OF

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[1978-3]

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[1735]

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1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	LUOMENEUS	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	To-morrow.
LONDON	BOMBAY	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On or about 21st inst.
LONDON, AU. VIA PORTS OF CALL.	CHUSAN	Brit. str.	2 m.		P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON	AXAX	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 1st October.
LONDON	PYREHUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
LONDON	UACHAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
LONDON	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
LONDON	MACHAON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
LIVERPOOL DIRECT	UACHAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
LIVERPOOL DIRECT	UACHAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
IREMEN, VIA PORTS OF CALL.	DARDAK	Ger. str.	2 m.	R. Heintze	MELCHERS & CO.	On 18th inst. at Noon.
MAISELLES, LONDON & ANTWERP, V. SPORE, & MAISELLES, AU. VIA PORTS OF CALL.	PRINZ HEINRICH	Ger. str.	2 m.	J. W. Wals	NIPPON YUSEN KAISHA	On 20th inst. at Daylight.
HAVRE, BREMEN & HAMBURG	TAMBA MARU	Jap. str.	2 m.	Duchateau	MESSAGERIES MARITIMES	On 23rd inst. at 1 p.m.
HAVRE, BREMEN & HAMBURG	INDUS	Freu. str.	2 m.		HAMBURG-AMERIKA LINIE	On 21st inst.
HAVRE, BREMEN & HAMBURG	ANDALUSIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 5th October.
HAVRE, BREMEN & HAMBURG	ARABIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 19th October.
HAVRE, BREMEN & HAMBURG	KONIGSBERG	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 2nd November.
HAVRE, BREMEN & HAMBURG	RAMBERG	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE, BREMEN & HAMBURG	SEGOVIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 30th November.
NEW YORK VIA SUEZ CANAL	MARBURG	Brit. str.	2 m.		SHEWAN, TOMES & CO.	On 24th inst.
NEW YORK	ATAKA	Amr. ship	2 m.	Kendall	CARLOWITZ & CO.	On 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	L. SCHEPP	Brit. str.	2 m.		JARDINE, MATHESON & CO.	On or about 15th October.
NEW YORK VIA SUEZ CANAL	MOCHI	Brit. str.	2 m.		SHEWAN, TOMES & CO.	On or about 25th Oct.
NEW YORK	MANUEL LAGUNA	Amr. ship	1 m.		MCGREGOR BROS. & GOW	On 28th inst.
NEW YORK VIA SUEZ CANAL	GLYNOLFE	Brit. str.	2 m.	T. Darke	SANDER, WIELER & CO.	To-day, p.m.
TRIESTE VIA SINGAPORE, AU.	CHINA	Aus. str.	2 m.		CANADIAN PACIFIC R. CO.	On 25th inst.
VANCOUVER VIA SHANGHAI, AU.	EMPEROR OF JAPAN	Brit. str.	2 m.	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 29th October.
VICTORIA, B.C. & PACOMA VIA SHANGHAI, AU.	TARTAR	Brit. str.	2 m.	E. Bootham, R.N.R.	DODWELL & CO. LIMITED	On 1st October.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, AU.	OLYMPIA	Jap. str.	2 m.	J. Truebridge	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
VICTORIA (B.C.) & SEATTLE	RIJUN MARU	Brit. str.	2 m.	O. Ohno	JARDINE, MATHESON & CO.	To-morrow, at Noon.
SAN FRANCISCO VIA AMOY, SHANGHAI, AU.	TEENKAI	Jap. str.	2 m.	H. C. Harris	TOYO KISEN KAISHA	On 24th inst.
SAN FRANCISCO VIA SHANGHAI, AU.	AMERICA MARU	Amr. str.	2 m.		O. & O. S. N. Co.	On or about 17th inst.
SAN FRANCISCO VIA SHANGHAI, AU.	CITY OF PEKING	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 27th inst. at 4 p.m.
SAN DIEGO, AU. VIA MOJI, AU.	ROSETTA MARU	Jap. str.	2 m.	N. Tate	GIBB, LIVINGSTON & CO.	On 3rd Oct. at Noon.
AUSTRALIAN PORTS.	ANDEL	Brit. str.	2 m.	M. John George	SANDER, WIELER & CO.	On 19th inst. at Noon.
YOKOHAMA & KOBE	TRIESTE	Aus. str.	2 m.	W. Bainbridge	NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
KOBE & YOKOHAMA	INABA MARU	Jap. str.	2 m.		SHEWAN, TOMES & CO.	To-morrow, at Noon.
NAGASAKI, KOBE & YOKOHAMA	RADNORSHIRE	Jap. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 30th inst. at Noon.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI & KOBE	KWEIYANG	Ger. str.	2 m.	Brain	EAST ASIATIC TRADING CO., LD.	On 20th inst.
SHANGHAI	ELITA NOSSACK	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 27th inst.
SHANGHAI	WHAMPOA	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On or about 21st inst.
YOKOHAMA VIA SHANGHAI & KOBE	REYOL	Brit. str.	2 m.	W. Hayward, R.N.R.	P. & O. S. N. Co.	On 18th inst.
YOKOHAMA VIA SHANGHAI & KOBE	MAIDZURU MARU	Jap. str.	1 m.	K. Suzuki	MIYOSHI BUNSEN KAISHA	On 25th inst. at Daylight.
ANPING VIA SHANGHAI & AMOY	ANPING MARU	Jap. str.	1 m.	S. Akazumi	MIYOSHI BUNSEN KAISHA	On 22nd inst.
FOOCHOW VIA SHANGHAI & AMOY	DAIGI MARU	Jap. str.	1 m.	K. Sobajima	BUTTERFIELD & SWIRE	To-day.
SWATOW VIA SHANGHAI & AMOY	WOOSUNG	Brit. str.	2 m.	Rough	DODGLES LARPAK & CO.	To-morrow, at 10 A.M.
SWATOW & SHANGHAI	HAITAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow.
MANILA & ILOILO	SUNGKIANG	Brit. str.	2 m.	J. E. McArthur	SHEWAN, TOMES & CO.	On 18th inst. at 5 p.m.

SHIPPING.

ARRIVALS.
Sept. 14, AILSA CRAIG, British str., 2,100. Robertson, Moji 9th September. Coal—MITSUI BUNSEN KAISHA.
Sept. 14, ARAGONIA, German str., 3,324. F. Forst, Amoy 13th September.—HAMBURG-AMERIKA LINIE.
Sept. 14, ATAKA, British str., 2,397. Loara, Amoy 12th Sept. General.—SHEWAN, TOMES & CO.
Sept. 14, CHINA, Austrian str., 3,855. A. Levy, Moji 9th September. General.—SANDER, WIELER & CO.
Sept. 14, CHELYDRA, British str., 1,567. R. Cox, Calcutta, Penang and Singapore 8th Sept. General.—JARDINE, MATHESON & CO.
Sept. 14, MAIDZURU MARU, Jap. str., 667. T. Saito, Anping 11th Sept. General.—M. B. KAISHA.
Sept. 14, MICHAEL JENSEN, German str., 710. J. Jensen, Hailhong 10th Sept. Rice.—JENSEN & CO.
Sept. 14, PERLA, British str., 1,287. J. A. McArthur, Manila 11th September. General.—SHEWAN, TOMES & CO.
Sept. 14, RAJABUR, German steamer, 1,189. Ahlborn, Bangkok 3rd September and Koh-si-chang 7th September. Rice.—BUTTERFIELD & SWIRE.
Sept. 14, WOOSUNG, British str., 1,109. Dowson, Canton 12th Sept. General.—BUTTERFIELD & SWIRE.
Sept. 15, AMATA, British steamer, 1,566. C. J. Matlock, Bangkok and Kohsi-chang 8th Sept. Rice.—JARDINE, MATHESON & CO.
Sept. 15, ANPING, British str., 1,156. Barlow, Canton 15th Sept. General.—CHINESE.
Sept. 15, DAIMA, German steamer, 794. H. Schleikier, Saigon 10th Sept. Rice.—SANDER, WIELER & CO.
Sept. 15, HAITAN, British steamer, 1,200. J. S. Roach, Foochow 12th Sept. Amoy 13th and Swatow 14th. General.—DODGLES LARPAK & CO.
Sept. 15, HUE, French steamer, 704. Godinau, Haiphong and Kwong-chow-wai 14th Sept. General.—A. R. MARTY.
Sept. 15, QUANTA, German str., 1,446. H. Johansson, Chetoo 10th Sept. Beans.—SIEMSEN & CO.
Sept. 15, MONTEBAY, U.S. monitor, G. W. Pigman, Canton 14th September.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
14th September.
Ariake Maru, Japanese str., for Kutchinotzu.
Arakawa Ape, British str., for Singapore.
Chingta, British str., for Yokohama.
Daijin Maru, Japanese str., for Swatow.
Flordia, German str., for Shanghai.
Haitan, British str., for Swatow.
Hongkong, French str., for Hailhong.
Kaifong, British str., for Iloilo.
Taisang, British str., for Foochow.
Ulysses, British str., for Shanghai.

DEPARTURES.

14th September.
APENRADE, German str., for Haiphong.
FLANDRIA, German str., for Shanghai.
GUICHEN, French cruiser, for France.
PARRAMATTA, British str., for Europe.
PALAWAN, British str., for Shanghai.
SKERRYVOE, British str., for Saigon.
Taisang, British str., for Foochow.
Ulysses, British str., for Shanghai.
15th September.
ADAKA MARU, Jap. str., for Kutchinotzu.
ARAKATA APCAR, British str., for Calcutta.
CHINGTA, British str., for Yokohama.
DAIJIN MARU, Japanese str., for Swatow.
HAITAN, British str., for Swatow.
HONGKONG, French str., for Hailhong.
KAIFONG, British str., for Iloilo.
ORESTES, British str., for London.

VESSELS IN DOCK.

14th September.
KOWLOON DOCKS.—Canton River, Victoria, Georges Valentin, Zofira, Eleono, Changsha, Ensigns of Japan, Daitoku.
COSMOPOLITAN DOCK.—Loongmoo.

SHIPPING REPORTS.

The German steamer Aragonia, from Amoy 13th Sept., had good weather and north-easterly winds.
The British steamer Hailong, from Foochow 12th Sept., Amoy 13th and Swatow 14th, had light N.E. winds and calms.

The British steamer Perla, from Manila 11th Sept., had fresh variable wind from N.E. and clear weather.
The German steamer Rajabur, from Bangkok 3rd Sept. and Kohsi-chang 7th Sept., had moderate S. and S.W. winds to lat. 16° N.; thence to port moderate to fresh N.E. winds and fine weather.

The British steamer Amata, from Bangkok and Kohsi-chang 8th Sept., had light variable winds and fine weather throughout. Spoke the British 4-masted barque Keenamer, 52 miles S. 41° W. of Gap Rock, 150 days out from New York, all well, five days becalmed at time of report.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—
CELESTE BURELL, British ship, Jeffy—Order.
HELEN A. WYMAN, American ship, Vanhon.—Arnhold, Karberg & Co.
I. F. CHAPMAN, American ship, Chapman.—Arnhold, Karberg & Co.
L. SCHUPP, American ship, C. S. Kendall.—Carlowitz & Co.

VESSELS ON THE BERTH

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ATAKA"

will be despatched for the above port TO-DAY, the 16th inst. at Noon.

To be followed by the Steamship

"ANAPA"

about 15th October, 1901.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 14th September, 1901. [244]

"SHIRE" LINE.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"RADNORSHIRE,"

Captain Bindles will be despatched for the above ports TO-MORROW, the 17th inst. at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 14th September, 1901. [243]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, PLOME AND TRIESTE.

(Taking Cargo at through rates to SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, PLOME AND TRIESTE, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)

THE Company's Steamship

"CHINA."

Captain A. Levy will be despatched as above TO-MORROW, the 17th September, p.m.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 28th August, 1901. [6]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Suzuki will be despatched for the above ports on WEDNESDAY, the 18th September.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th September, 1901. [18]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF JAPAN", Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept. 1901
"EMPEROR OF CHINA", Comdr. R. Archibald, R.N.R. WEDNESDAY, 25th Oct. 1901
"TARTAR", 4,425 Tons, Comdr. E. Bootham, R.N.R. WEDNESDAY, 6th Nov. 1901
"EMPEROR OF INDIA", Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 20th Nov. 1901
"ATHENIAN", 3,882 Tons, Capt. H. Mewat WEDNESDAY, 4th Dec. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 days, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return Tickets to various points at reduced rates. Good for 4, 6, 9, 12 and 18 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Peddler's Street. [10]

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, on additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Class Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Peddler's Street. [10]

Hongkong, 10th September, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

REMARKS.

LONDON.....BOMBAY.....About 21st September.....Freight or Passage.

YOKOHAMA VIA SHANGHAI.....About 21st September.....Freight or Passage.

SHANGHAI.....About 21st September.....Freight or Passage.

LONDON, &c.....About 21st September.....Freight or Passage.

For Further Particulars, apply to H. A. BIRCHIE, Superintendent. [1]

Hongkong, 13th September, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA. Ports in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ANDALUSIA	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang).	On 11th Sept. Freight.
ARABIA	HAVRE & HAMBURG (Calling at Singapore and Colombo).	On 5th Oct. Freight.
COENIGSBERG	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang).	On 19th Oct. Freight and Passage.
BAMBERG	HAVRE & HAMBURG (Calling at Singapore and Colombo).	On 2nd Nov. Freight.
SEGOVIA	HAVRE & HAMBURG (Calling at Singapore and Penang).	On 16th Nov. Freight.
MARBURG	HAVRE & HAMBURG (Calling at Singapore and Colombo).	On 30th Nov. Freight.

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 12th September, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

RIJUN MARU.....VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA. Monday, 16th Sept. at 4 p.m.

TAMBA MARU.....MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID. Friday, 20th Sept. at Daylight.

YAWATA MARU.....NAGASAKI, KOBE and YOKOHAMA. Friday, 20th Sept. at Noon.

INABA MARU.....KOBE and YOKOHAMA. Friday, 27th Sept. at Daylight.

ROSETTA MARU.....SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE. Friday, 27th Sept. at 4 p.m.

N. Tate

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c. apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager. [13]

Hongkong, 24th August, 1901.

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

STEAMERS. TONS. CAPTAIN. PROPOSED SAILING.

OLYMPIA.....2,837.....J. Truebridge.....October 1st.

QUEEN ADELAIDE.....2,832.....F. McNeill.....October 8th.

VICTORIA.....3,502.....J. Pantou.....October 15th.

BRAEMAR.....3,601.....W. Watt.....November 12th.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 232.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DATE
GLASGOW and LIVERPOOL.	"AGAMEMNON"	On 19th September.
GLASGOW and LIVERPOOL.	"ALCHAS"	On 26th September.
GLASGOW and LIVERPOOL.	"NESTOR"	On 1st October.
GLASGOW and LIVERPOOL.	"LAERTES"	On 9th October.

FOR	HOMEWARDS.	TO SAIL
LONDON	"IDOMENEUS"	On 17th September.
LONDON	"AJAX"	On 1st October.
LONDON	"PYRRHUS"	On 15th October.
LONDON	"CALCHAS"	On 29th October.
LONDON	"NESTOR"	On 12th November.
LONDON	"MACHAON"	On 26th November.

LIVERPOOL DIRECT (Taking Cargo at London Rates)
LIVERPOOL DIRECT (Taking Cargo at London Rates)
The S.S. "AGAMEMNON" left Singapore on the 14th instant, a.m., and is due in Hongkong, on the 16th instant, at Daylight.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 16th September, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FROM	STEAMERS	TO SAIL
SWATOW & SHANGHAI	"WOOSUNG"	On 16th September.
MANILA & ILOILO	"SUNGKIANG"	On 17th September.
SHANGHAI	"WHAMPOA"	On 20th September.
TIENTSIN	"KWEIYANG"	On 23rd September.

* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th September, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, MADRAS,
CALCUTTA, DIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX.

Also
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 23rd September, 1901,
at 1 P.M., the Company's Steamship
"INDUS," Captain Duchateau, with Mails,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via ports of call,
WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for
London as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.
Specie and Parcels until 3 P.M. on the 22nd
instant. (Parcels are not to be sent on board;
they must be left at the Agency's Office.) Con-
tents and Value of Packages are required.

For further particulars, apply at the Com-
pany's Office.

P. DE CHAMPORIN,
Acting Agent.

Hongkong, 11th September, 1901.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

VICTORIA (B.C.) AND SEATTLE.

Calling also at Tacoma and carrying Cargo
on through Bills of Lading to New York
and other ports of the United States
in connection with the
GREAT NORTHERN RAILWAY CO.'S
LINES.

THE Steamship

"TRENKAL"
4,642 tons, Commander H. C. Harris, is due
here on 24th instant, and will have quick
despatch.

For Rates of Freight and further Particu-
lars, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 11th September, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.

Through Bills of Lading issued for
BATAVIA, PERSIAN GULF, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"CHUSAN"
Captain C. L. Dugel, carrying His Majesty's
Mails, will be despatched from this port for Bombay,
on SATURDAY, the 23rd September, at
Noon, taking passengers and cargo for the
above ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo to a steamer proceed-
ing direct to Marseilles and London; and
other cargo for London, &c., will be conveyed via
Bombay with transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 16th September, 1901.

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS
in CHINA and JAPAN for the above Lines
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South America, in connection with the
China Steam Navigation Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for OCEAN PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH.

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 26th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th November, at Noon.

THE P. M. S. S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN
FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKO-
HAMA and HONOLULU on TUESDAY, the 24th September, at Noon, taking Freight for
Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between
San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of
the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials
located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only)
are granted to Missionaries, members of the Naval and Military
Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid
full first-class fare from ports of call in the Orient to the United States, Canada or Europe,
and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months,
will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original
port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the
United States, Canada or Europe, to a port of call in Japan or China and re-embark at each port
of call for return voyage at any time within twelve months, will be allowed a reduction of ten per
cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway,
to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold
or over) destined to points beyond San Francisco in the United States, should be sent to the
Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is
less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies,
Queen's Building.

Hongkong, 11th September, 1901.

GEO. ECKLEY,
ACTING AGENT.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "CARLISLE CITY" will be despatched for SAN DIEGO and
SAN FRANCISCO via MOUL, KOBE and
YOKOHAMA on TUESDAY, the 17th Sep-
tember.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th September, 1901.

TO IMPORTERS FROM THE UNITED
STATES.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED,
having Established a regular service of steamers
from Seattle (Puget Sound) to Japan,
China and the Philippines, in
connection with the
GREAT NORTHERN RAILWAY LINES

of the United States, are prepared to con-
nect for the conveyance of Goods from
the Pacific Coast and Interior
points of U.S.A. to any of the
China Ports.

For further particulars, apply to
THE CHINA MUTUAL STEAM NAVI-
GATION CO.'S OFFICES, New York;
To the Agents of the Company at Japan,
China, Philippines and Straits;
FRANK WATERHOUSE & CO., General
Western Agents, SEATTLE; or to
GEO. SUTHERLAND, General Agent for
the East, SINGAPORE.

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 25th July, 1901.

REGULAR STEAMSHIP SERVICE TO
NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.
"MOGUL" ... On 25th September.
"BATSUMA" ... On 20th October.
"KURDISTAN" ... On 5th November.
"LENNOX" ... On 20th November.
"RICHMOND CASTLE," End of November.
"ORONSAY"
"HILGLEN"

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 14th September, 1901. [1739]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR FOCHOW VIA SWATOW AND
AMOI.

THE Company's Steamship

"ANPING MARU,"
Captain S. Atsumi, will be despatched for the
above ports on WEDNESDAY, the 25th
inst., at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 11th September, 1901. [19]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"AIRLE,"
Captain St. John George, will be despatched
for the above ports on THURSDAY, the 3rd
October, at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating
Chamber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 9th September, 1901. [2297]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"LONGSHIPS,"
Captain Moore, will be despatched as above on
or about 15th October.

For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 11th September, 1901. [2319]

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"GLENGYLE,"
Captain T. Darke, will be despatched as above
on SATURDAY, the 28th September.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Hongkong, 28th August, 1901. [2196]

FOR NEW YORK.

THE 3/4 A II American ship

"L. SCHEPP"
Captain Kendall, will be ready to load on the
15th August for the above port, and will be
despatched about the middle of September.

For Freight, apply to
CARLOWITZ & CO.,
Hongkong, 18th July 1901. [1414]

FOR NEW YORK.

THE 3/4 A II American Ship
"MANUEL LLAGUNA"
will load during September and October,
sailing about 25th October.

For Freight, apply to
SHEWAN, TOMES & CO.,
Hongkong, 11th July, 1901. [1758]

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.

THE Company's Steamship

"AWA MARU,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godown at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be carried on unless in-
structions are given to the contrary before
Noon to-morrow.

Goods, not cleared by the 18th inst., will
be subject to rent.

No Fire Insurance has been effected.
All ship-damaged packages must be left in the
Godowns and notice of same sent to this Office
before the 21st instant, or claims in connection
therewith will not be recognized.

NIPPON YUSEN KAISHA.
Hongkong, 12th September, 1901. [2337]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamship

"PALAWAN,"
FROM LONDON, PORT SAID, SUEZ,
BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by
Mark and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. China.
From Australia, ex s.s. Australia.
From Calcutta, ex s.s. Syria.
From Persian Gulf, ex s.s. B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
3 P.M. TO-DAY, 15th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 13th September, 1901.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBORO,
LONDON AND STRAITS.

THE Steamship

"RADNORSHIRE,"
Captain Bindloss, having arrived from the above
ports, Consignees of Cargo are hereby informed
that their Goods are being landed at their risk
into the Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, and stored
at Consignees' risk.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 17th inst., will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 16th inst., at 2.30 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN TOMES & CO.,
Agents.

Hongkong, 10th September, 1901. [2315]

STEAMSHIP "NATAL."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from London
ex s.s. Douro, and from Bordeaux, ex
s.s. Ville de Lorient, in connection with
above Steamer, are hereby informed that
their Goods, with the exception of Opium,
Treasure and Valuables are being landed
and stored at their risks into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Limited, at Kowloon, where de-
livery may be obtained immediately after a dis-
patch of the Steamer.

All damaged packages will be forwarded on unless
instructions are received from the consignee
before NOON TO-DAY, the 9th inst., request-
ing it to be landed here.

Bills of Lading will be countersigned by the
Undersigned, Goods remaining undelivered after
MONDAY, the 16th instant, at Noon, will
be subject to rent and landing charges.

All claims must be sent in to me on or before
the 10th inst., or they will not be recognized.
All damaged packages will be examined on
MONDAY, the 16th inst., at 3 P.M.

No Fire Insurance has been effected.
P. DE CHAMPORIN,
Acting Agent.

Hongkong, 9th September, 1901. [2]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LONDON AND LIVERPOOL.
THE Company's Steamship

"MOYUNE,"
having arrived from the above ports, Con-
signees of Cargo are hereby informed that
their Goods are being landed and placed at
their risk in the Hongkong and Kowloon
Wharf and Godown Company's Godowns at
Kowloon, where each consignment will be
sorted out mark by mark, and delivery can be
obtained as soon as the Goods are landed.

No Fire Insurance will be effected by us in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company, within
ten days after the vessel's arrival here, after
which no claims will be recognized.

Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, To-day, 9th inst.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 9th September, 1901. [2290]

FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG AND
SINGAPORE.

THE N.D.L. Steamship

"KOENIGSBERG,"
Captain Christiansen, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their Goods from
Kowloon.

Optional Cargo will be forwarded unless
notice to the contrary be given before NOON
TO-DAY, 12th inst.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and expense.

